Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80–2–69 established the first interim SFFL, and Order 95–4–2 established the currently effective two-month SFFL applicable through May 31, 1995.

In establishing the SFFL for the two-month period beginning June 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95–6–7 fares may be increased by the following adjustment factors over the October 1979 level:

Atlantic.....1.4235
Latin America 1.4368
Pacific.....1.5657

For further information contact: Keith A. Shangraw (202) 366–2439.

By the Department of Transportation: June 7, 1995.

Robert S. Goldner,

Special Counsel.

[FR Doc. 95–14489 Filed 6–13–95; 8:45 am]

BILLING CODE 4910–62–P

Notice of Order Adjusting International Cargo Rate Flexibility Level

Policy Statement PS–109, implemented by Regulation ER–1322 of the Civil Aeronautics Board and adopted by the Department, established geographic zones of cargo pricing flexibility within which certain cargo rate tariffs filed by carriers would be subject to suspension only in extraordinary circumstances.

The Standard Foreign Rate Level (SFRL) for a particular market is the rate in effect on April 1, 1982, adjusted for the cost experience of the carriers in the applicable ratemaking entity. The first adjustment was effective April 1, 1983. By Order 95–4–1, the Department established the currently effective SFRL adjustments.

In establishing the SFRL for the two-month period beginning June 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95–6–8 cargo rates may be adjusted by the following adjustment factors over the April 1, 1982 level:

Atlantic.....1.1524
Western Hemisphere 1.0715
Pacific.....1.2305

For further information contact: Keith A. Shangraw (202) 366-2439.

By the Department of Transportation: June 7, 1995.

Robert S. Goldner,

Special Counsel.

[FR Doc. 95–14490 Filed 6–13–95; 8:45 am]

BILLING CODE 4910–62–P

Coast Guard

[CGD8–95–010]

Houston/Galveston Navigation Safety Advisory Committee Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC) will meet to discuss waterway improvements, aids to navigation, current meters, and various other navigation safety matters affecting the Houston/Galveston area. The meeting will be open to the public.

DATES: The meeting will be held from 9 a.m. to approximately 1 p.m. on Thursday, July 20, 1995.

ADDRESSES: The meeting will be held in the conference room of the Houston Pilots Office, 8150 South Loop East, Houston, Texas.

FOR FURTHER INFORMATION CONTACT: Mr. M. M. Ledet, Recording Secretary, Commander, Eighth Coast Guard District (oan), Room 1211, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130–3396, telephone (504) 589–4686.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2 § 1 et seq. The meeting is open to the public. Members of the public may present written or oral statements at the meeting.

The tentative agenda for the meeting will consist of the following items:

(1) Various Coast Guard aid to navigation improvement initiatives and waterway analysis studies.

(2) Updates from the U.S. Army Corps on various waterway improvement projects.

(3) Discussion on deployment of NOAA real-time current meters.

(4) Update from NOAA on the Hydrographic Survey of the area.

(5) Discussion and recommendation on NAVSAC Federal Register Notice regarding barge lighting requirements.

Dated: May 24, 1995.

R.C. North,

Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.

[FR Doc. 95–14556 Filed 6–13–95; 8:45 am]

BILLING CODE 4910–14–M

National Highway Traffic Safety Administration

[Docket No. 95–11; Notice 2]

Ford Motor Company; Grant of Application for Decision of Inconsequential Noncompliance

Ford Motor Company (Ford) of Dearborn, Michigan, has determined that some of its windows fail to comply with the light transmittance requirements of 49 CFR 571.205, Federal Motor Vehicle Safety Standard (FMVSS) No. 205, ''Glazing Materials,'' and has filed an appropriate report pursuant to 49 CFR Part 573, ''Defect and Noncompliance Reports.'' Ford has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—''Motor Vehicle Safety'' on the basis that the noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of the application was published on March 10, 1995 (60 FR 13204). This notice grants the application.

Standard No. 205 incorporates by reference the American National Standards Institute's (ANSI) ''Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways,'' Z–26.1–1977, January 26, 1977, as supplemented by Z26.1a, July 3, 1980 (ANS Z–26.1). Standard No. 205 specifies that automotive glazing materials used in front, side and rear windows of passenger cars shall have a regular luminous transmittance of not less than 70 percent of the light, at normal incidence, when measured in accordance with ''Light Transmittance, Test 2'' of ANSI Z–26.1–1980.

From the beginning of model year 1995 production in October 1994, through January 21, 1995, Ford manufactured approximately 8,250 1995 Continental vehicles on which the front door windows had a luminous transmittance of approximately 68 percent. According to Ford, miscommunication between Ford Glass production and fabrication plants concerning the properties and intended use of the glass resulted in its being used in the fabrication of windows for Continental production. Beginning with vehicle production on January 23, 1995, front door windows with a luminous

transmittance of greater than 70 percent have been installed.

Ford supports its application for inconsequential noncompliance with the following:

In Ford's judgement, the condition is inconsequential as it relates to motor vehicle safety. Computer modeling studies and in-car evaluations previously conducted by Ford to assess the effect of reduced light transmittance windshields showed that even a 5 point reduction in the percentage of light transmittance, from 65 to 60 percent, resulted in a reduction in seeing distance of only 1 to 2 percent during night time driving, and little or no reduction in seeing distance during dusk and daytime driving. Based on these studies, the subject Continental front door windows with 68 percent light transmittance (67.5 percent at the door window installed angle) would be expected to result in no significant reduction (less than 1 percent) in seeing distance during night time driving, and virtually no reduction during dusk and daytime driving, compared to glass with a 70 percent transmittance. Reductions in seeing distances 2 percent or less have no practical or perceivable effect on driver visibility based on observers'' reports in vehicle evaluations by Ford of windshields with line-of-sight transmittance in the 60 to 65 percent range.

The stated purpose of FMVSS No. 205 to which the light transmittance requirements are directed is ''to ensure a necessary degree of transparency in motor vehicle windows for driver visibility.'' NHTSA, in its March, 1991 ''Report to Congress on Tinting of Motor Vehicle Windows,'' concluded that the light transmittance of windows of the then new passenger cars that complied with Standard No. 205 did not present an unreasonable risk of accident occurrence. The ''new passenger cars'' that were considered to not present an unreasonable risk had effective line-of-sight light transmittances through the windshields as low as approximately 63 percent (determined by a 1990 agency survey, the results of which were included in the report). While light transmittance and driver visibility through front door windows is important to safe operation of motor vehicles, it is not as important as driver visibility through vehicle windshields. It follows that if light transmittance levels as low as 63 percent through windshields do not present an unreasonable risk to safety, then the side window glass in the subject Continentals also presents no unreasonable risk to safety.

Therefore, while the use of front window glazing with luminous transmittance less than 70 percent is technically a noncompliance, we believe the condition presents no risk to motor vehicle safety.

No comments were received on the application.

In assessing the effect of reduced light transmittance in windshields via computer modeling and in-car evaluations, Ford found that a five point reduction in the percentage of light transmittance in windshields, from 65 to 60 percent, resulted in a reduction in seeing distance of one to two percent at night and little to no reduction in daylight. NHTSA concurs with Ford that these test data show that a two point reduction in the percentage of light transmittance, from 70 to 68 percent in the side windows, would reduce seeing distance negligibly.

In addition, Ford cites a 1991 NHTSA report to Congress in which the agency concluded that the light transmittance of windows in new passenger cars that comply with FMVSS No. 205 did not present an unreasonable risk of accident occurrence. While the windshields in these vehicles had 70 percent or greater light transmittance when tested according to the FMVSS No. 205 compliance test, they had effective line-of-sight light transmittances as low as 63 percent. The light transmittance values obtained when testing in the line-of-sight direction are generally lower than those obtained using the FMVSS No. 205 compliance test because the windows are tested at the angle at which they are installed. The FMVSS No. 205 compliance test specifies that the light transmittance be tested perpendicularly to the surface of the window. When tested at the installation angle, less light is transmitted. The subject windows have a line-of-sight light transmittance of 67.5 percent. NHTSA agrees with Ford that this information supports granting its petition.

In consideration of the foregoing, NHTSA finds that the applicant has met its burden of persuasion that the noncompliance herein described is inconsequential to safety. Accordingly, its application is granted, and the applicant is exempted from providing the notification of the noncompliance that is required by 49 U.S.C. 30118, and from remedying the noncompliance, as required by 49 U.S.C. 30120.

(15 U.S.C. 1417; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: June 8, 1995.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 95–14488 Filed 6–13–95; 8:45 am]

BILLING CODE 4910–59–P

Research and Special Programs Administration

International Standards on the Transport of Dangerous Goods; Public Meeting

AGENCY: Research and Special Programs Administration (RSPA), Department of Transportation.

ACTION: Notice of public meeting.

SUMMARY: This notice is to advise interested persons that RSPA will conduct a public meeting to exchange views on proposals submitted to the tenth session of the United Nation's Sub-Committee of Experts on the Transport of Dangerous Goods.

DATES: July 6, 1995 at 9:30 a.m.

ADDRESSES: Room 6200, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Frits Wybenga, International Standards Coordinator, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590; (202) 366–0656.

SUPPLEMENTARY INFORMATION: This meeting will be held in preparation for the tenth session of the Sub-Committee of Experts on the Transport of Dangerous Goods to be held July 10 to 21, 1995 in Geneva, Switzerland. During this public meeting U.S. positions on proposals submitted to the tenth session of the Sub-Committee will be discussed. Topics to be covered include matters related to explosives including the United Nations (UN) External Fire (Bonfire) Test, restructuring the UN Recommendations on the Transport of Dangerous Goods into a model rule, criteria for environmentally hazardous substances, review of intermodal portable tank requirements, review of the requirements applicable to small quantities of hazardous materials in transport (limited quantities), classification of individual substances, requirements for bulk and non-bulk packagings used to transport hazardous materials, infectious substances international harmonization of classification criteria.

The public is invited to attend without prior notification.

Documents

Copies of documents submitted to the tenth session of the UN Sub-Committee meeting may be obtained from RSPA. A listing of these documents is available on the Hazardous Materials Information Exchange (HMIX), RSPA's computer bulletin board. Documents may be ordered by filling out an on-line request form on the HMIX or by contacting RSPA's Dockets Unit (202–366–5046). For more information on the use of the HMIX system, contact the HMIX information center; 1–800–PLANFOR (752–6367); in Illinois, 1–800–367–9592; Monday through Friday, 8:30 a.m. to 5 p.m. Central time. The HMIX may also be accessed via the Internet at hmix.dis.anl.gov.

After the meeting, a summary of the public meeting will also be available